

NEW RECORD FOR CRAIGANTLET

AUGUST HILL-CLIMB A PRONOUNCED SUCCESS

High Speeds in All Classes

IMPROVED MARSHALLING ARRANGEMENTS

On Saturday, 26th August, the Club held its annual hill-climb for cars at Craigantlet, near Stormont. Special precautions had to be taken for the safety of spectators; the road surface had to be made perfect by the Club's good friend, the County Surveyor; a public address system had to be installed for the first time; and everyone looked forward—if only granted a good dry day—to the most exciting meeting ever run on the hill.

The first class, for unsupercharged cars up to 860 c.c., gave Flight-Lieut. L. R. Briggs a win by 3 seconds from W. Sullivan, the former driving a J2 "Midget," and the latter an Austin "Seven." Mr. Briggs is to be congratulated on beating such an old hand on a hill upon which he knows practically every bit of gravel, and collecting the Alexander Cup at the same time.

The times were as follow:—

Entrant.	c.c.	Car.	m.	s.
1. Flight-Lieut. L. R. Briggs	847	M.G.	1	45 2/5
2. W. Sullivan	747.5	Austin	1	48 4/5
3. W. H. Wilson	847	M.G.	1	51 2/5
4. S. J. C. Cupples	847	M.G.	1	58 4/5

Mr. G. A. Clarke (847 c.c. M.G.) did not start.

VICTOR FERGUSON'S SUCCESS.

There was a field of nine in the class for cars up to 1,100 c.c., Mr. Clarke being again the only non-starter. Mr. Victor Ferguson (1,086 M.G.) beat Mr. Sullivan's Austin by 1 second, and out of a total of eight entries five were M.G.s.

Entrant.	c.c.	Car.	m.	s.
1. Victor, Ltd.	1086	M.G.	1	44 1/5
2. W. Sullivan	747.5	Austin	1	45 1/5
3. W. H. Wilson	847	M.G.	1	45 2/3
4. E. J. Wilkinson	1089	Riley	1	46 1/5
5. S. J. C. Cupples	847	M.G.	1	49 2/5
6. "Alan Corry"	1086	M.G.	1	51 2/5
7. E. D. Maguire	1075	B.S.A.	2	00

In the 1,500 c.c. class Victor Ferguson was again victorious, beating Messrs. W. Sullivan (Austin) and H. W. Sloane (Wolseley Hornet) by 4/5th of a second. The two latter tied for second place, and, as both were entered for the unlimited class, agreed to let the decision be arrived at by their times in that class. The run-off favoured Sullivan by 2 seconds.

Entrant.	c.c.	Car.	m.	s.
1. Victor, Ltd.	1086	M.G.	1	43 2/5
2. W. Sullivan	747.5	Austin	1	44 1/5
3. H. W. Sloane	1271	Wolseley Hornet	1	44 1/5
4. "Alan Corry"	1086	M.G.	1	50 1/5
5. E. D. Maguire	1075	B.S.A.	1	57 2/5

Mr. E. J. Wilkinson (Riley) did not start.

C. G. NEILL WINS NENDRUM TROPHY.

The Nendrum Trophy, in the unlimited class, was won by C. G. Neill with his Bugatti, who had a clear 2 1/5 seconds advantage over Mr. Victor Ferguson's M.G. Mr. Christopher Lindsay's Austro-Daimler, after a good start, skidded right round on the first bend, and Mr. Lindsay, realising that the time thus lost had put him out of the running, did not continue the ascent.

Entrant.	c.c.	Car.	m.	s.
1. C. G. Neill	1094	Bugatti	1	40 2/5
2. Victor, Ltd.	1086	M.G.	1	43
3. Major R. G. Heyn	4496	Bentley	1	44 3/5
4. W. Sullivan	747.5	Austin	1	45 1/5
5. H. W. Sloane	1271	Wolseley Hornet	1	47 1/5
6. "Alan Corry"	1086	M.G.	1	52 1/5
7. J. R. Hodge	2054	S.S.1	1	53
8. W. T. McCalla	4398	Bentley	1	53 4/5

Mr. E. J. Wilkinson (Riley) did not start, and Mr. C. Lindsay (Austro-Daimler) did not finish.

HALL'S FINE PERFORMANCE.

Class 5, open to all cars up to 1,100 c.c. including racing and supercharged cars, attracted eight entries, all of whom competed. Mr. E. R. Hall, with a supercharged M.G., not only won by 14 seconds, but also took 1 4/5 seconds off the record for the hill.

Entrant.	c.c.	Car.	m.	s.
1. E. R. Hall	1086	M.G. (s)	1	27 3/5
2. W. M. D. Montgomery	747.5	Austin (s)	1	41 3/5
3. W. J. Kavanagh	747.5	Austin (s)	1	41 4/5
4. E. J. Wilkinson	1089	Riley	1	42 3/5
5. Victor, Ltd.	746	M.G. (s)	1	44 2/5
6. W. Sullivan	732	Sullivan Special (s)	1	46 4/5
7. "Alan Corry"	1086	M.G.	1	49 2/5
8. D. P. Harris	"Horror III"		1	51 3/5

Mr. Hall also secured the Dunlop Trophy in the unlimited racing cars class, and took another second off the record. Mr. J. W. Patterson, however,

driving Mr. Neill's Bugatti, was only 10 1/5 seconds behind him. Mr. A. E. Rountree had entered a "dark horse" for this class, which was to have been driven by Mr. J. A. K. Fergie, but very hard luck attended them, for after weeks of work on the car, a last-minute defect prevented its reaching the starting-line.

Entrant.	c.c.	Car.	m.	s.
1. E. R. Hall	1086	M.G. (s)	1	26 3/5
2. J. W. Patterson	1994	Bugatti	1	37
3. W. M. D. Montgomery	747.5	Austin (s)	1	38 3/5
4. P. A. Umacke	1496	Lea Francis (s)	1	42
5. Victor, Ltd.	746	M.G. (s)	1	42 1/5
6. C. Lindsay	2993	Austro- Daimler	1	43
7. "Alan Corry"	1086	M.G.	1	50 2/5
J. R. Hodge	2054	S.S.1	1	50 2/5

Messrs. Wilkinson (Riley) and Rountree ("Incognita") did not start.

THE HANDICAP CLASS.

The handicap class, for the Noble Trophy, was won by Mr. Trevor McCalla, driving his Bentley, Mr. E. D. Maguire (B.S.A.) being second, and Mr. Victor Ferguson third.

Entrant.	c.c.	Car.	H'cap.
1. W. T. McCalla	4398	Bentley	16 4/5
Nett time—1min. 33 4/5secs.			
2. E. D. Maguire	1075	B.S.A.	20 2/5
Nett time—1min. 35secs.			
3. Victor, Ltd.	746	M.G. (s)	5 1/5
Nett time—1min. 35 3/5secs.			
4. S. J. C. Cupples	847	M.G.	12 2/5
Nett time—1min. 36secs.			
5. Flight-Lieut. L. R. Briggs	847	M.G.	8 2/5
Major R. G. Heyn			
4496 Bentley			
Nett time—1min. 37secs.			
6. H. W. Sloane	1271	Wolseley Hornet	7 1/5
Nett time—1min. 37 2/5secs.			
7. "Alan Corry"	1086	M.G.	12 2/5
Nett time—1min. 37 3/5secs.			
8. C. G. Neill	1994	Bugatti	Scratch
Nett time—1min. 38 4/5secs.			
9. W. Sullivan	747.5	Austin	9 4/5
Nett time—1min. 39 4/5secs.			
10. E. J. Wilkinson	1089	Riley	5 3/5
Nett time—1min. 41secs.			
11. D. P. Harris	"Horror III"		14 3/5
Nett time—1min. 44 2/5secs.			

The new record for the course thus stands at 1 minute, 26 3/5 seconds, and Mr. E. R. Hall won the "Belfast News-Letter" Cup for the fastest time of the day. Incidentally he won the British Racing Drivers' Club 500-mile race at Brooklands on the 16th September.

Another "Craigantlet" has come and gone and we may congratulate ourselves on the fact that the organization, in all its departments, was considerably ahead of that of former years, although not by any means perfect. In one particular, however, vast improvements were obvious—the marshalling of the large crowds of spectators was splendidly carried out.

CRAIGANTLET HILL-CLIMB.

DETAILED RESULTS.

The Club's annual Hill-Climb at Craiganlet, held this year on Saturday, the 25th of August, attracted both a record entry and a record number of spectators.

In Class 1 (for unsupercharged cars up to 860 c.c.).

Mr. J. M. Toulmin (in an 847 c.c. M.G.) took first place with a time of 1min. 45secs., 2/5 of a second less than last year's winner, Mr. L. R. Briggs.

W. Sullivan was second in a similar car in 1min. 47 4/5secs. Other times were:—

	Mins.	Secs.
L. R. Briggs (M.G. 847 c.c.)	1	48
L. McN. Innis (Morris Minor)	1	48½
J. M. Thompson (Austin Seven)— Driven by John Carr	2	7

Class 2 (for similar cars up to 1,400 c.c.).

J. M. Toulmin once more drove the M.G. to victory, taking 1min. 41secs., this being no less than 3 1/5secs. better than Mr. Victor Ferguson's winning time in 1933.

W. Sullivan was again second with 1min. 46 1/5secs., and the field followed as below:—

	Mins.	Secs.
L. R. Briggs (M.G.)	1	47
John Hodge (M.G.)	1	46½

G. S. C. Matthews (Singer) ... 2 3½
A. H. Wilkinson (Riley)—Driven by
Mr. Pat Gallagher ... 2 6½

Class 3 (of unsupercharged cars up to 1,500 c.c.) had a much fuller entry than in 1933. This event was outstanding in that it was the first time that a car driven by a lady was included in one of the Club's Craiganlet competitions, and it was an occasion for great jubilation on the part of the crowd that she won her class prize.

ONLY LADY COMPETITOR WINS.

The lady in question was Miss Fay Tylour, who drove Mr. A. H. Verschoyle's Frazer Nash, making the ascent in 1min. 48secs., 4 3/5secs. slower than Victor Ferguson's winning climb in this class last year.

The remaining competitors' times were:—

	Mins.	Secs.
C. F. Lindsay (Aston Martin)	1	50
J. Hodge (Wolseley Hornet)— Driven by Peter Hodge	1	51
W. Sullivan (M.G.)	1	52½
E. D. Maguire (Singer)	1	52½
D. P. Harris (Frazer Nash)	1	54
J. W. Patterson (Wolseley Hornet)	1	54½
Stanley Porter (Alvis)	1	55½
W. M. D. Montgomery (M.G.)	2	0½
H. B. Crawford (M.G.)	2	1
J. Hodge (M.G.)—Driven by P. Uniake	2	12

Class 4 (for unsupercharged cars of unlimited capacity, and in which, as in all the former classes, racing cars were ineligible) had an entry of fourteen cars.

THE NENDRUM TROPHY.

Mr. Sullivan, driving a T.T. Ford, won the Nendrum Trophy with a time of 1min. 39secs., beating Mr. C. G.

Neill's 1933 winning time by 1 2/5secs.

Mr. McFerran (Bugatti) was second in 1min. 40secs., and other times were:—

	Mins.	Secs.
C. G. Neill (Bugatti)	1	42½
Miss Fay Tylour (Frazer Nash)	1	45½
A. S. Whiddington (Frazer Nash)	1	45½
John Hodge (Wolseley Hornet)	1	50½
John Hodge (S.S.I.)	1	56½
S. McCormick (Alvis)—Driven by C. E. Robb	1	59
H. B. Crawford (M.G.)—Driven by A. P. Macarthur	2	4

With Class 5 (open to all cars up to 1,400 c.c.) came the really fast machines, but, strangely enough, it contained only one supercharged car. Perhaps the Tourist Trophy regulations were having their affect.

The rain again made disappointing results—E. R. Hall taking 1min. 29 4/5secs. to win, against his last year's 1min. 27 3/5secs. Second place was obtained by D. L. Glegg with a specially designed hill-climbing car, "Dorcas II.," in 1min. 46 3/5secs.

The other times were:—

	Mins.	Secs.
W. Sullivan (M.G.)	1	56
John Hodge (Morris Minor Special)	1	57½

BETTER RESULTS ON DRYING ROADS.

In the unlimited racing class (Class 5) Mr. Hall, on drying roads, made a winning climb in 1min. 27 2/5secs., narrowly approaching his own record of 1min. 26 2/5secs., and Mr. McFerran took his Bugatti up in 1min. 38 4/5secs. to secure second place.

	Mins.	Secs.
C. G. Neill (Bugatti)	1	40½
W. Sullivan (Ford)	1	42½
Major A. T. G. Gardner (Alfa Romeo s/c.)	1	43
Miss Fay Tylour (Frazer Nash)	1	45½
W. T. McCalla (Sunbeam s/c.)— Re-run owing to false start	1	45½
John Hodge (Morris Minor Special)	1	47½
John Hodge (Wolseley Hornet)	1	51
S. McCormick (Alvis)	1	52½
John Hodge (S.S.I.)	2	9½

The Handicap Class (for the Noble Trophy) was won by Mr. D. P. Harris (Frazer Nash), with Mr. C. G. Neill second, and Mr. John Hodge's S.S.I. third. The times were:—

	H'cap. (Secs.)	Net Time. Mins. Secs.
D. P. Harris (Frazer Nash)	15	1 33½
C. G. Neill (Bugatti)	2	1 33½
John Hodge (S.S.I.)	17	1 34½
Miss Fay Tylour (—)	6	1 34½
Major A. T. G. Gardner (Alfa Romeo s/c.)	4	1 35
W. T. McCalla (Sunbeam s/c.)	12	1 36½
S. McCormick (Alvis)	14	1 36½
L. McN. Innis (Morris Minor)	10	1 39
J. M. Thompson (Austin)	28	1 40
E. D. Maguire (Singer)	13	1 40
A. H. Wilkinson (Riley)	27	1 40
C. S. G. Matthews (Singer)	24	1 41½
W. Sullivan (Ford)	scr.	1 42
L. R. Briggs (M.G.)	8	1 42½
J. M. Toulmin (M.G.)	2	1 44½
John Hodge (Morris Minor Special)	9	1 44½
John Hodge (Wolseley Hornet)	12	1 51½



Photo by ["Belfast News-Letter," Ltd.]
MRS. DODSON GIVING REFRESHMENT TO HER HUSBAND AFTER THE T.T. RACE.

Craigantlet Hill Climb.

E. R. HALL SETS UP A NEW RECORD.

As a contrast to last year, the weather remained fine throughout the event, and high speeds were in vogue throughout the afternoon. The record for the hill of 1 minute 26 $\frac{1}{2}$ seconds, held by E. R. Hall, was beaten by himself, driving an M.G. Magnette, and in two classes he recorded 1 minute 23 $\frac{1}{4}$ seconds, an average speed of 46.30 m.p.h. Another car which recorded good times was the Austin Seven single seater driven by Pat Driscoll, who in his third climb got down to 1 minute 26 seconds.

The first class consisted entirely of M.G.'s, and was won by J. M. Toulmin in the good time of 1 minute 40 seconds.

Here are the results in detail:—Unsupercharged cars other than racing cars, up to 860 c.c. (the W. H. Alexander Cup)—1, J. M. Toulmin (847 c.c. M.G.), Preston, 1 min. 40 secs. (38.52 m.p.h.); 2, M. H. Fleming (847 c.c. M.G.), Belfast, 1 min. 43 $\frac{1}{2}$ secs. (37.26 m.p.h.); 3, D. B. Harper (847 c.c. M.G.), Ballycastle, 1 min. 45 $\frac{1}{2}$ secs. (36.55 m.p.h.).

The next class was won by Toulmin, who improved his time, and this time A. R. Finlay secured second place.

Unsupercharged cars other than racing cars, up to 1,100 c.c. (the Carlton Cup)—1, J. M. Toulmin (847 c.c. M.G.), 1 min. 37 $\frac{1}{4}$ secs. (39.39 m.p.h.); 2, A. R. Finlay (1,087 c.c. M.G.), Helen's Bay, 1 min.

40.25 secs. (38.37 m.p.h.); 3, M. H. Fleming (847 c.c. M.G.), 1 min 41 $\frac{1}{2}$ secs. (37.92 m.p.h.).

The next class was also won by Toulmin, who further improved to the very excellent time of 1 minute 37 seconds, Finlay again being second.

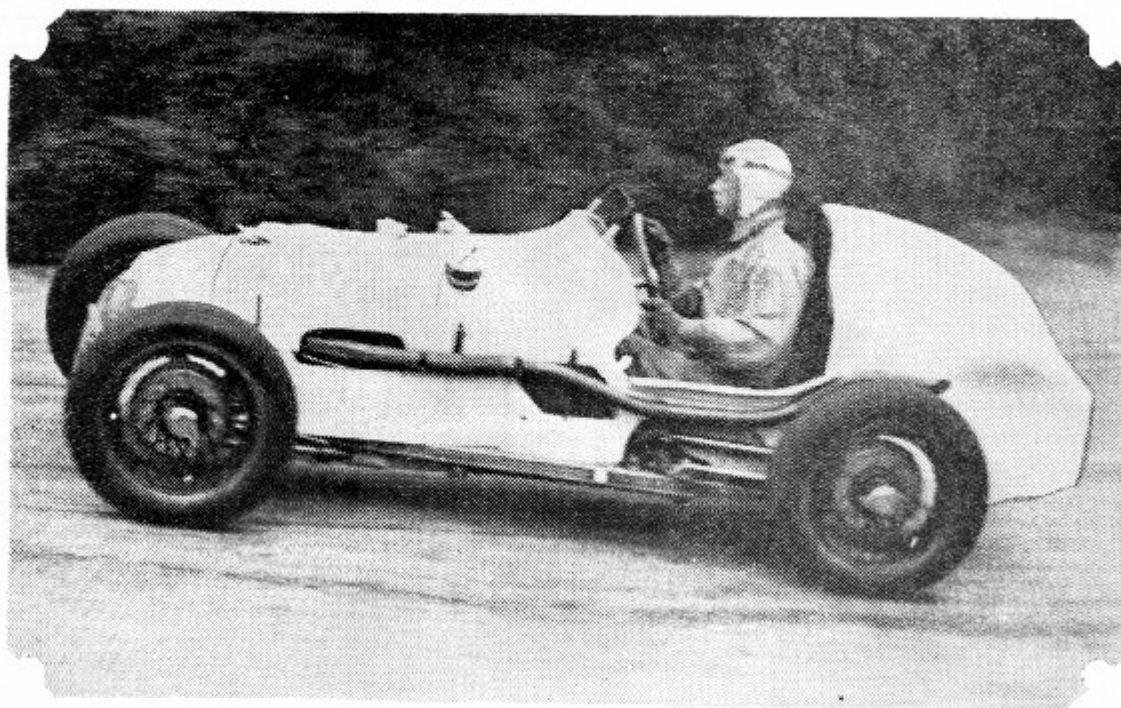
Unsupercharged cars other than racing cars, up to 1,500 c.c. (the Heyn Cup)—1, J. M. Toulmin (847 c.c. M.G.), 1 min. 37 secs. (39.71 m.p.h.); 2, A. R. Finlay (1,087 c.c. M.G.), 1 min. 40 secs. (38.52 m.p.h.); 3, C. E. Robb (847 c.c. M.G.), 1 min. 43 secs. (37.40 m.p.h.).

The unlimited touring cars then came along, and this class was noteworthy for the very fine driving of W. Sullivan in a Ford, who defeated the Bentley driven by E. R. Hall by the margin of $\frac{2}{3}$ seconds.

Unsupercharged cars other than racing cars, unlimited c.c. (Nendrum Trophy, presented by Mr. D. A. Boyd)—1, W. Sullivan (3,622 Ford), 1 min. 35 secs. (40.55 m.p.h.); 2, E. R. Hall (3,669



J. M. TOULMIN, THE MOST SUCCESSFUL COMPETITOR, ON THE STARTING LINE.



DRISCOLL AT SPEED ON THE LOWER STRETCHES.

Bentley), 1 min. 35½ secs. (40.38 m.p.h.); 3, W. T. McCalla (4.467 c.c. Lagonda), 1 min. 43 secs. (37.40 m.p.h.).

DRISCOLL'S NARROW ESCAPE

The racing cars were now on the line, and the crowd at the start gasped when they saw the single-seater Austin get under way. The rear wheels spun for at least 50 yards and the driver appeared to have the greatest difficulty in keeping the car on the road. It was not surprising to learn that the bank was hit on the first corner, but despite this the car was brought over the top in the excellent time of 1 minute 28 seconds. The class was won by E. R. Hall's Magnette, which was notably steady throughout the climb, during which it broke the record. Toulmin's efforts at supercharging his M.G. proved a failure, as the car was considerably slower.

Racing and supercharged cars up to 1,100 c.c. (Clanrye Cup, presented by Mr. A. C. G. Rogers)—1, E. R. Hall (1,086 M.G. s/c), 1 min. 23½ secs. (46.30 m.p.h.); 2, L. P. Driscoll (747 Austin s/c), 1 min. 28 secs. (43.78 m.p.h.); 3, J. M. Toulmin (847 M.G. s/c), 1 min. 49 secs. (35.34 m.p.h.).

The unlimited cars produced the same result, except that W. Sullivan, in the Ford, secured third place.

Racing and supercharged cars, unlimited c.c. (Dunlop Trophy)—1, E. R. Hall (1,086 M.G. s/c), 1 min 23½ secs. (46.30 m.p.h.); 2, L. P. Driscoll (747 Austin s/c), 1 min 27½ secs. (44.08 m.p.h.); 3, W. Sullivan (3,623 Ford), 1 min. 33½ secs. (41.24 m.p.h.).

The handicap event resulted in a tie for first place between W. F. Ayrton (M.G. Magnette) and E. R. Hall (Bentley) with a net time of 1 minute 26 seconds, Pat Driscoll in the Austin Seven being second with a time of 1 minute 26½ seconds.

The roads were closed by Mr. Albert Davis, who acted as Travelling Marshal, and the principal officials were:—

Stewards of the Meeting—The Right Hon. J. Milne Barbour, D.L., M.P., Col. F. Lindsay Lloyd, C.M.G., C.B.E. (R.A.C. Steward), and Major J. B. Johnstone; Timekeepers—Messrs. R. H. Wright, D. Boyd, R. M. Peddie, T. Walker-Jackson, and Miss Eileen J. Wright; Technical Adviser and Scrutineer—Mr. W. W. McLeod, A.M.I.A.E.; Programme Steward—Mr. G. Shields; Telephone Stewards—Messrs. W. J. White, H. McGiffin and D. McFerran; Car Marshals—Messrs. W. P. E. Alexander, T. Burke-Murphy and C. G. Pinkerton; Press Secretary—Mr. R. McCann; Medical Officers—Dr. W. Page and Dr. W. S. Campbell; Starter—Mr. H. A.

Bryson; Chief Marshal—Mr. W. Noble; Public Announcer—Captain R. L. Henderson; Clerk of the Course and Secretary of the Meeting—Captain W. J. Thompson.

A FABLE

There was tiny Trevor on the blown two-litre,
Chasin' Tarzan Finlay on the red four-seater,
An' the pair o' them off like hounds out o' hell
After Stone Wall Charlie on his Bug,
goin' well.

At a couple o' laps, do ye know what we seen?

Wild Bill comin' up on his new machine.
They were racin' four abreast for the line
When Hue cam' up at a hundred an' nine.

Says Hue, "What the devil am I to do?"
For he couldn't get past, and he couldn't go through.
An' well indeed these words he might ask,
For it seemed a near impossible task.

But not to our wee Hue McFerran,
For he just caught hold of a flyin' herrin'
That was passin' by that very minute,
An' lifted him over their heads to win it.

—Chain Gangster.